



Collider-Accelerator Department Worker Occupational Safety and Health Committee

Date: August 9, 2004

To: WOSH Committee and Guests

From: P. Sparrow, R. Savage

Subject: Minutes for 8/4/04 - WOSH Committee Meeting

Members: M. Bannon*, J. Beebe-Wang, J. Carlson, R. Conte, J. Cupolo, D. Derryberry, T. Dilgen, F. Dusek, J. Guercio, E. Koropsak*, J. Laster, D. Lazarus, C. Liaw, D. Meany*, B. Mullany, J. Nicolellis, S. Pontieri*, M. Sardzinski, R. Savage, W. Shaffer, T. Shrey, L. Snyderstrup*, P. Sparrow, D. Steski, L. Vogt*, D. Weiss.

(* denotes not in attendance)

Guests: E. Lessard, J. Maraviglia

The primary focus of the meeting was to address the recent injury due to a van door closing on a passenger's hand. E. Lessard led this meeting by identifying the meetings agenda and presented slides of the issues associated with the recent injury. The events leading up to the injury were discussed, as well as management's role and the immediate supervisor's role in an occupational injury. During this presentation, E. Lessard identified that John Maraviglia of C-A was requested to perform a critique of this injury.

The root cause of the injury was identified as not following the laboratory ESH Standard 1.9.0 Traffic Safety Section V. BNL Traffic Regulations. This standard requires that all doors on vehicles shall be closed while transporting personnel or equipment on or off site. After identifying the root cause, Ed Lessard asked the WOSH Committee members if they thought there should be disciplinary action taken. The consensus of WOSH Committee members was that no disciplinary action should be taken since the policy is not widely known or enforced. WOSH Committee members also identified that in order to avoid heat stress some individuals leave the doors open during the summer months. The vans do not have air conditioning or proper roof vents. It was brought out that some vans are equipped with door latches that latch in open position, which sends the wrong signal to the occupants of the vehicle. WOSH Committee members also stated that the laboratory has purchased small golf-course type vehicles that may or may not have doors installed.

Questions on item:

F. Dusek raised the following two questions:

1. If the laboratory could provide safety stickers that could be installed in all vans reminding personnel to shut vehicle doors. An action item resulted from this discussion.

E. Lessard would bring this issue forward to BNL Traffic Safety Committee for review.

2. If the laboratory could provide New York State driving courses again. **E. Lessard mentioned that this request should be submitted to Larry Vogt to bring this forward to the Director's Safety Committee for review.**

Based on discussions held, the following actions were initiated:

1. WOSH Committee members shall disseminate BNL Traffic Safety Policy to C-AD staff and to remind personnel within their group to ensure all objects in their vehicles are secured.

2. E. Lessard to bring this issue forward to the BNL Safety and Health Services Division to develop an awareness program for BNL's Traffic Safety Rules.

3. E. Lessard to request the BNL Associate Director for F&O to determine if heat stress is an issue if van doors are required to be shut. If so, then vans should be modified by F&O appropriately.

Closing Meeting Comments:

The committee was informed by P. Sparrow that lights have been installed in the Snyder seminar room resulting from a safety suggestion.

Copy to:

Hauser, J

Karol, R.

Kirk, T.

Lessard, E.

Lowenstein, D.

McNerney, A.

Passarello, D.

Pile, P

Roser, T

Sandberg, J.

Tuozzolo, J.
WOSH Committee Members

Review of Recent Injury Due to Van Door Closing on Passenger's Hand

August 4, 2004

Recap of Injury

- Tech and driver travel in van with driver and passenger doors open (a hazard)
- Credit card falls from visor and distracts driver (make sure things are secure)
- Driver brakes and sudden stop causes open door to slam shut
- Broken finger and severe cut on hand of passenger
- Injured person taken to hand specialist
- Injured person returns to clinic next day (no lost time yet)
- Lost time begins on day three



ESH Standard 1.9.0 Traffic Safety

Section V. BNL Traffic Regulations

- *Follow traffic rules and regulations prescribed in NYS Vehicle and Traffic Law*
- *Speed* - maximum of 30 miles per hour except where otherwise posted
- *Parking* - permitted on site only on paved or stone covered areas and only where it does not interfere with the flow of traffic or with the movement of emergency vehicles
- *Right-of-Way* - Fire apparatus, police vehicles, ambulances and utility emergency vehicles have the right of way on site
- *Transportation of Personnel on Truck Bodies* - Personnel may not ride in or on truck bodies except when occupying seats with seat-belts that are standard equipment installed by the manufacturer
- *Use of Seatbelts* - All operators and passengers of government vehicles operated on or off site are required to wear seatbelts provided
- *Operation of Vehicles with Doors Open* - All doors on vehicles shall be closed while transporting personnel or equipment on or off site

What is management's role in occupational injury?

- Ensure that all staff follow established safety procedures and maintain a safe working environment free from hazards
- **SAFE WORK IS A CONDITION OF EMPLOYMENT!**
- Address performance issues that may result in safety problems

What is supervisor's role in occupational injury (OI)?

- Accompany all employees to OMC in the event of an OI
 - Employees who appear at OMC without a member of supervision or a more senior manager will be asked to return later with manager unless medically inadvisable
- Concur with filing of OI reports (= C-AD concurs incident is related to work)
 - Communicate this to OMC nurse and Safety Engineering
- Complete accident investigation on a timely basis
- Follow-up any root causes

What is supervisor's role in OI?

- Remain in regular contact with absent employees
 - weekly or as appropriate for supervisor
 - not substitute for OMC contact
 - use personal contact by phone
- Ensure that employees notify OMC of ALL lost time, including physical therapy, dr. visits, treatments, tests, surgery
- Ensure employees obtain Back-to-Work slip from OMC for any lost time for OI

Restricted (Light) Duty

- Minimum 30 days restricted duty (BNL policy) when requested in writing by OMC
- OMC updates Restricted Duty on a minimum weekly basis
 - OMC tries to discontinue by Friday if at all possible
 - Can be shorter than weekly also (preferred)

Other Points

- Employees must notify OMC if waiting for insurance authorizations for tests, therapy or procedures (OMC facilitates authorization by WC insurance carrier-Liberty Mutual)

Questions

- Prior to this event, were you aware of BNL's traffic safety rules?
- Do you feel this incident requires disciplinary action?
- If not, what action should management take?